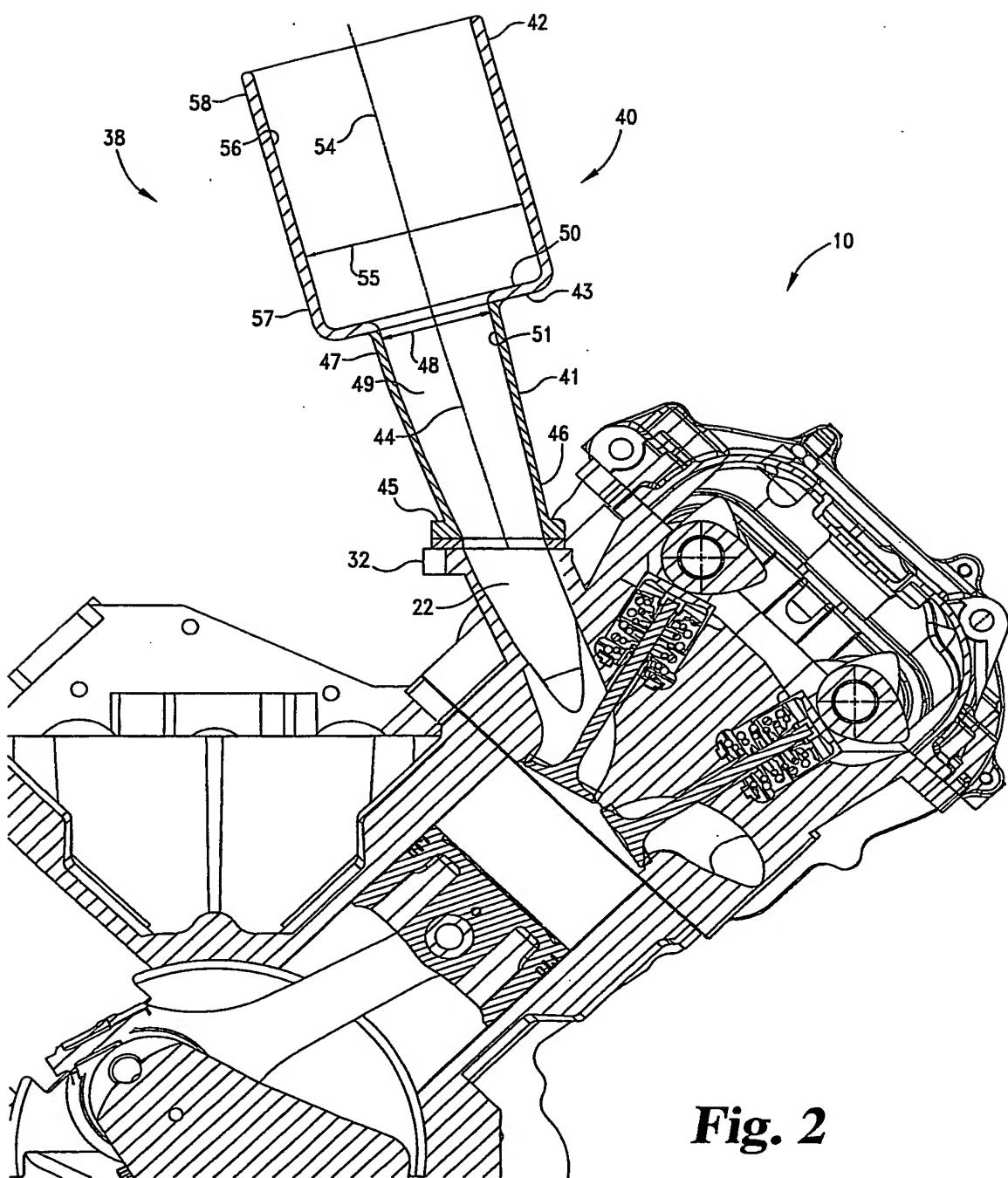
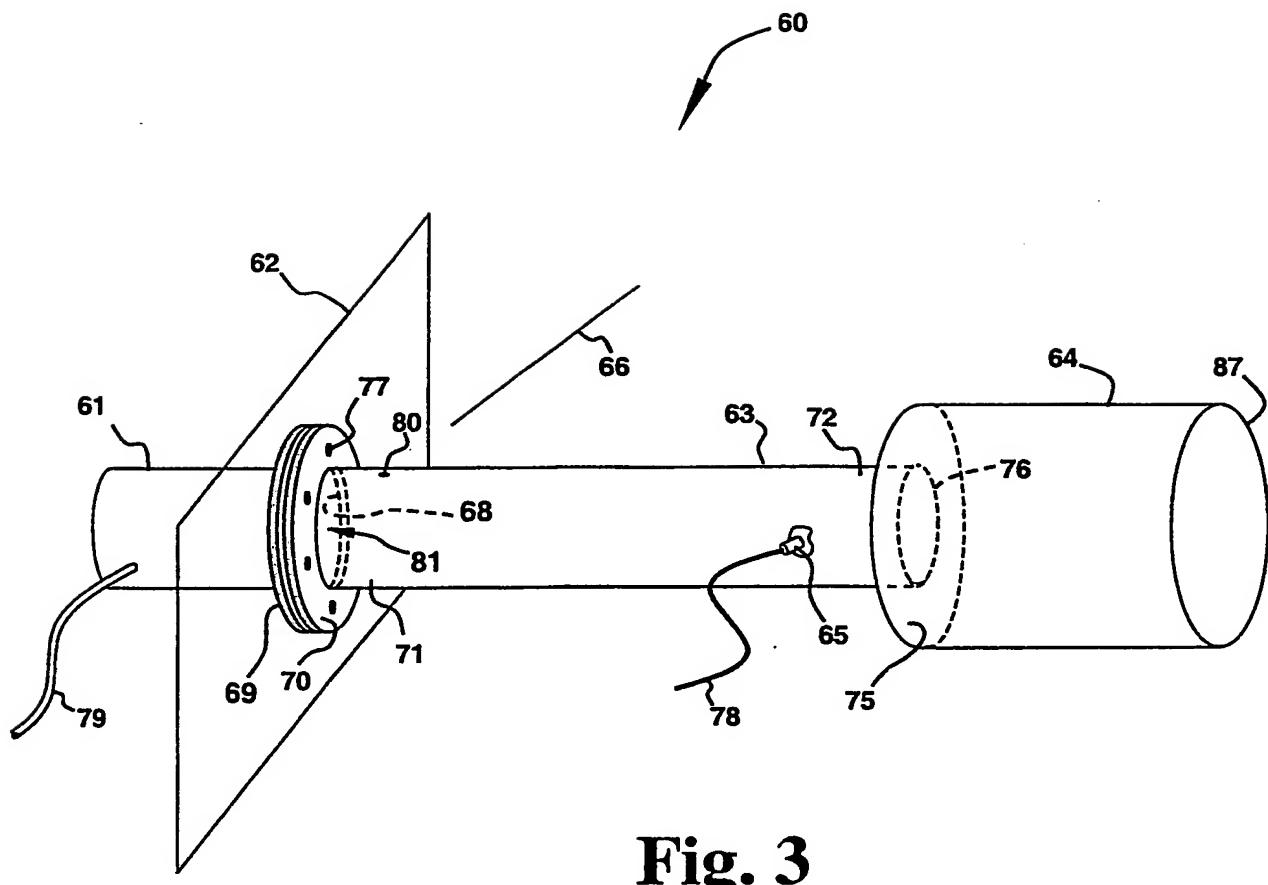


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Real Time Pressure Transducer Values for Various Upper Tube (Trumpet) Diameters

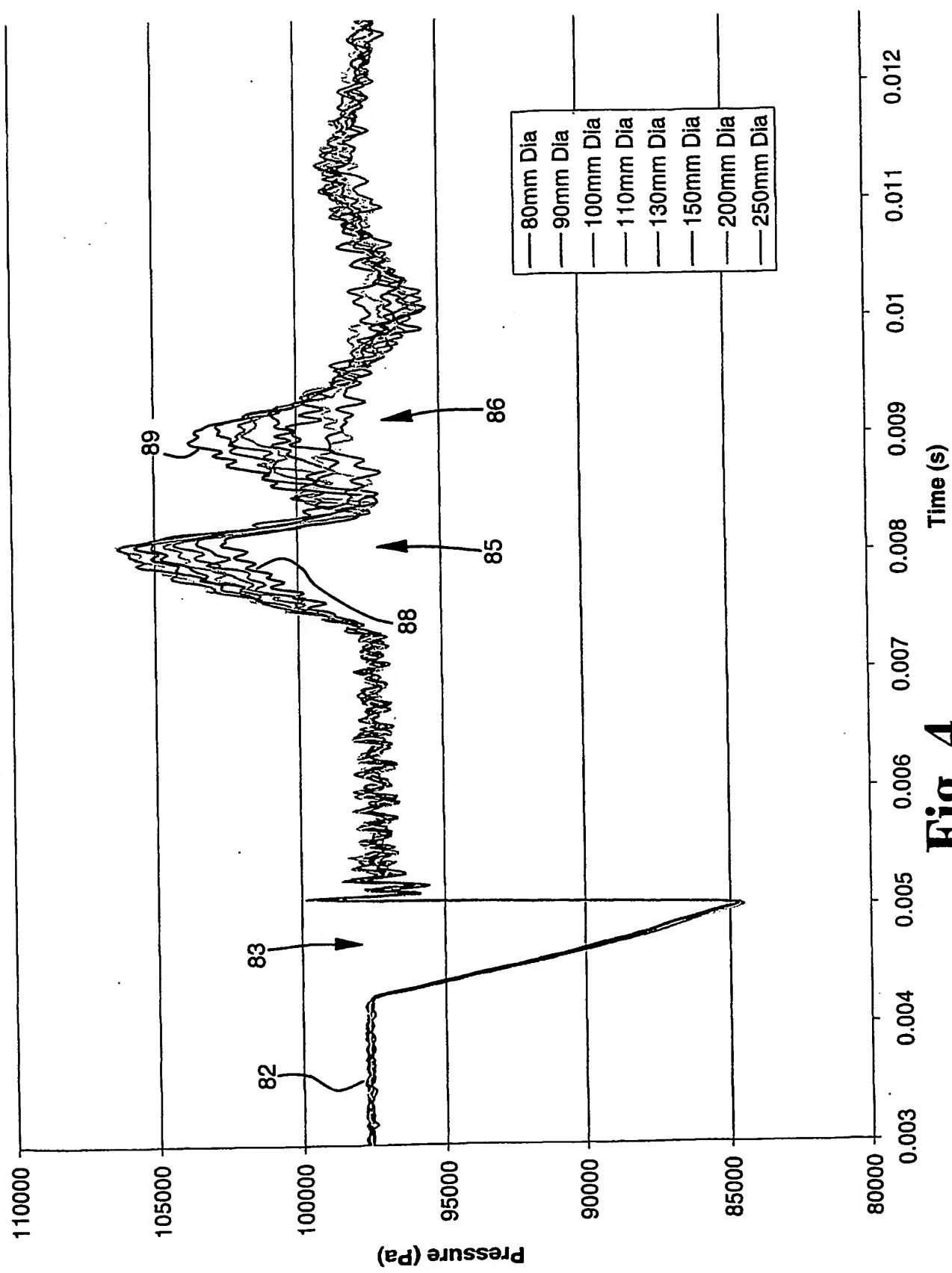


Fig. 4

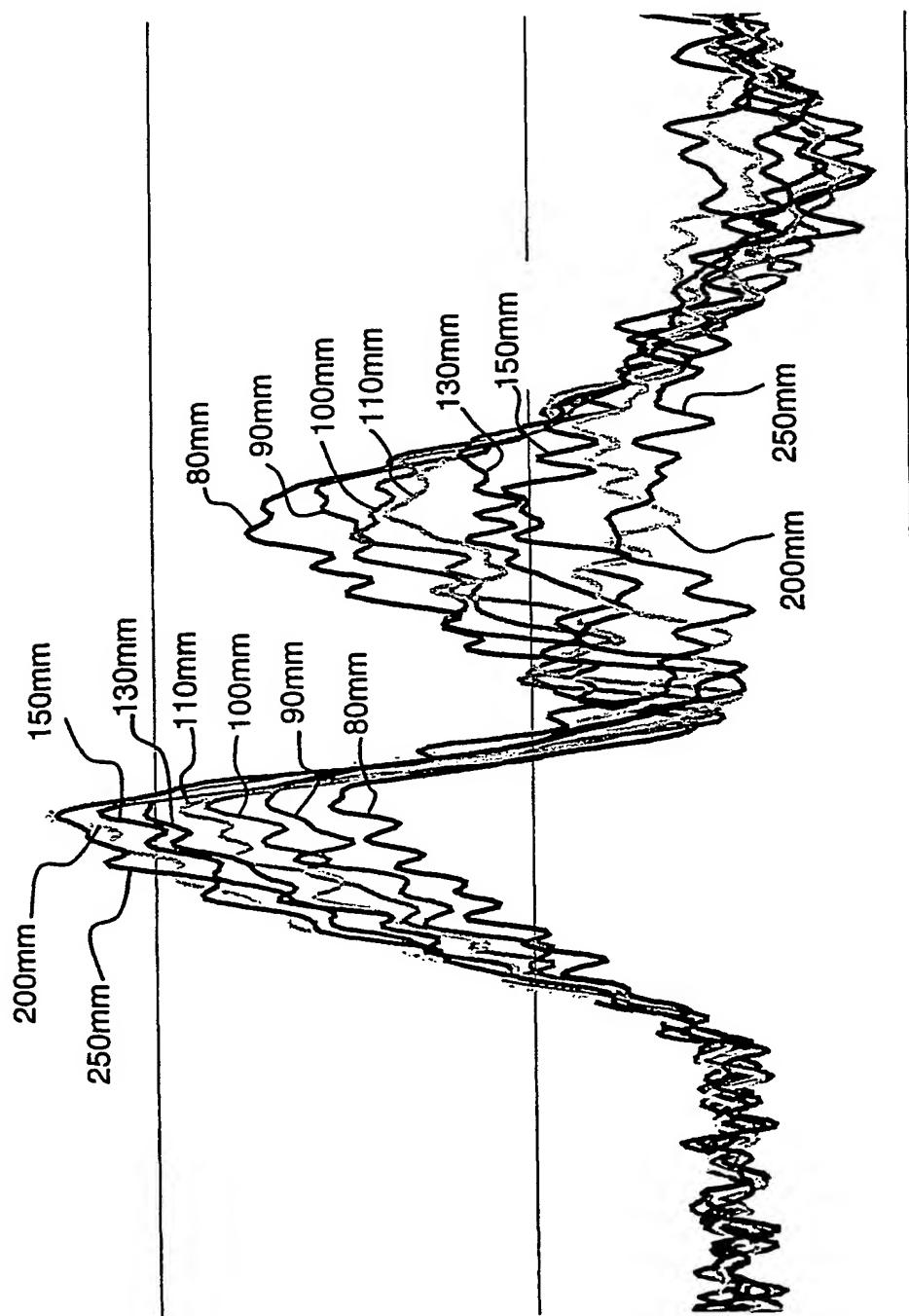


Fig. 5

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Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) - 80mm Diameter

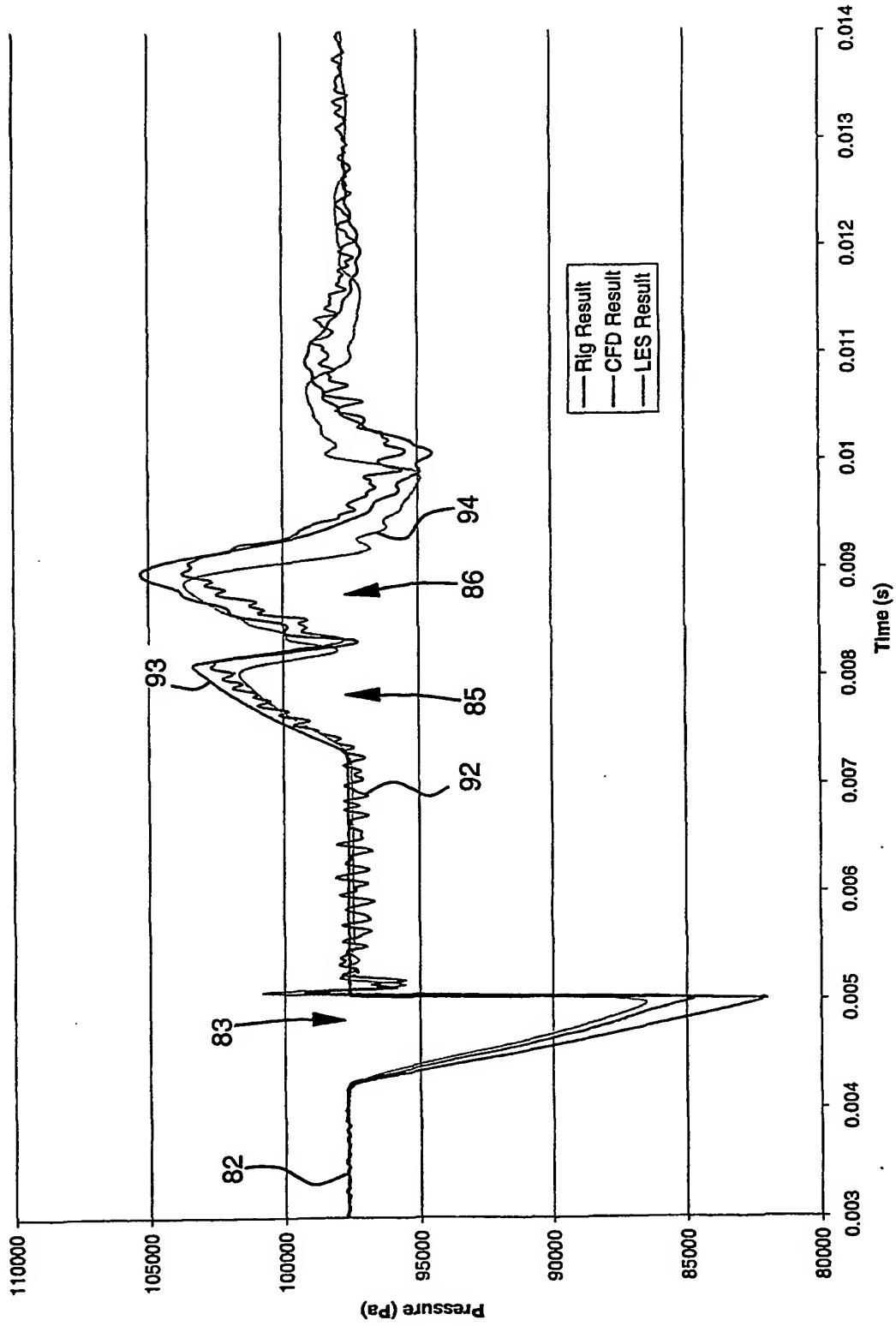


Fig. 6

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Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) – 90mm Diameter

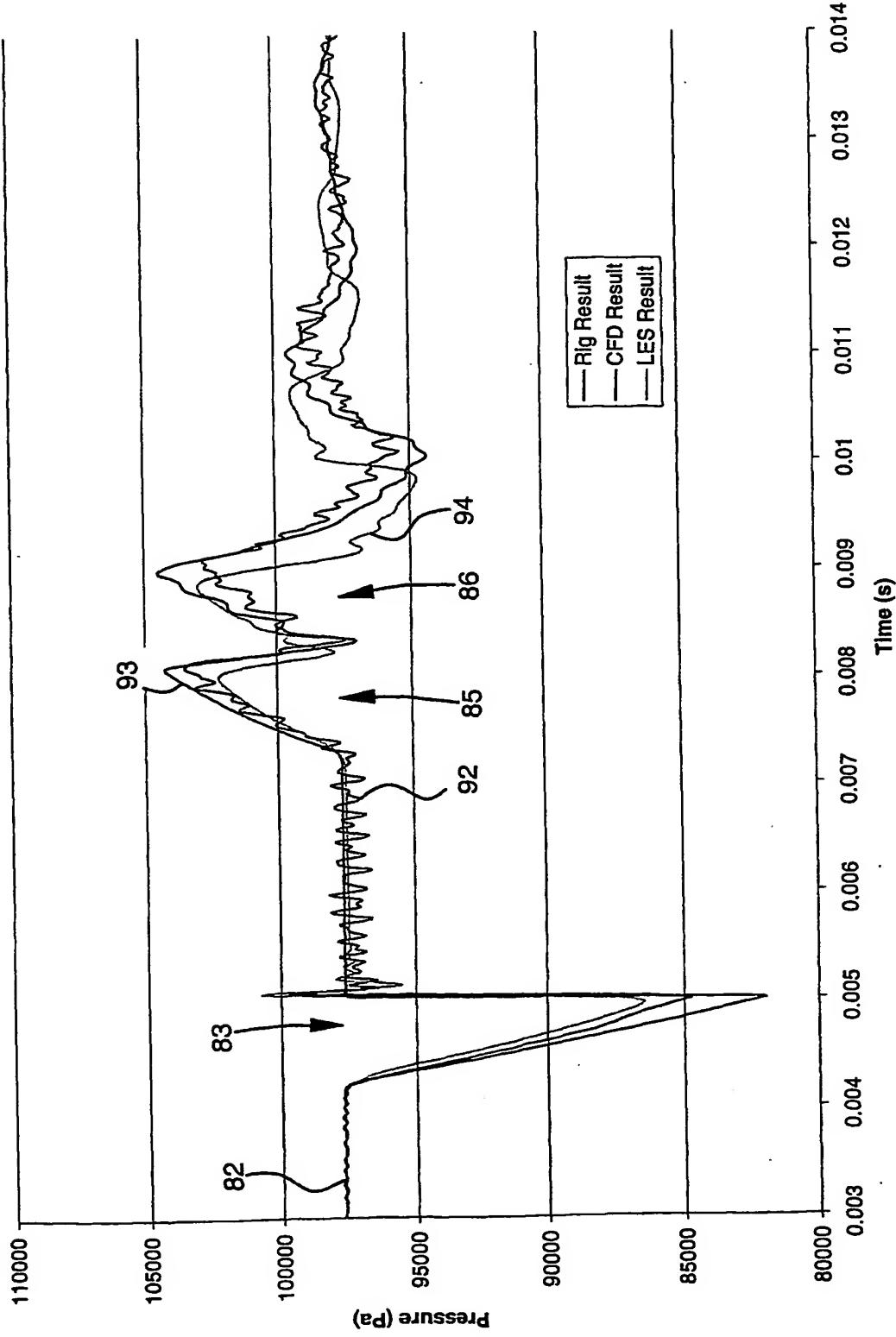


Fig. 7

Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) – 100mm Diameter

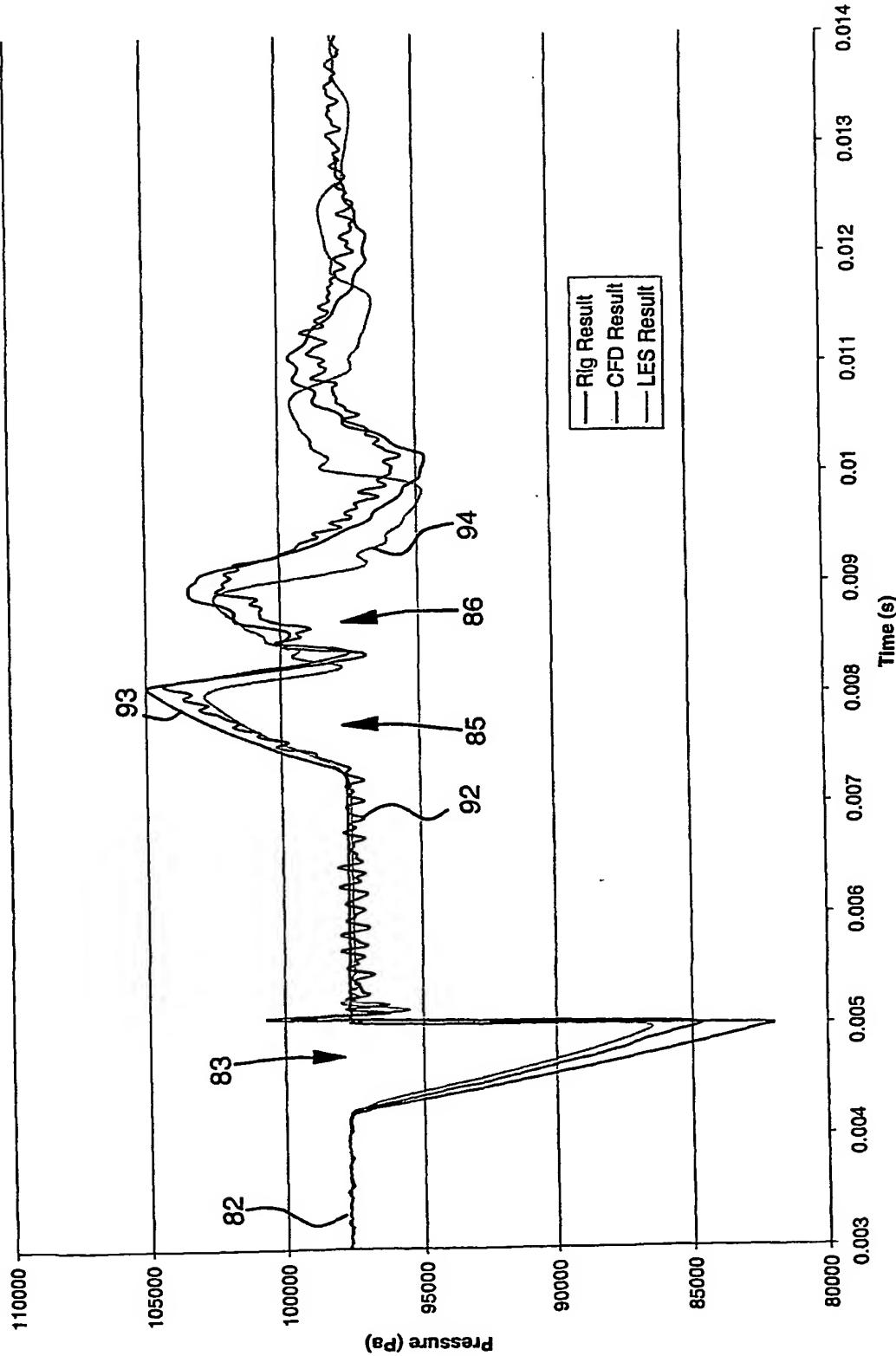


Fig. 8

Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) – 110mm Diameter

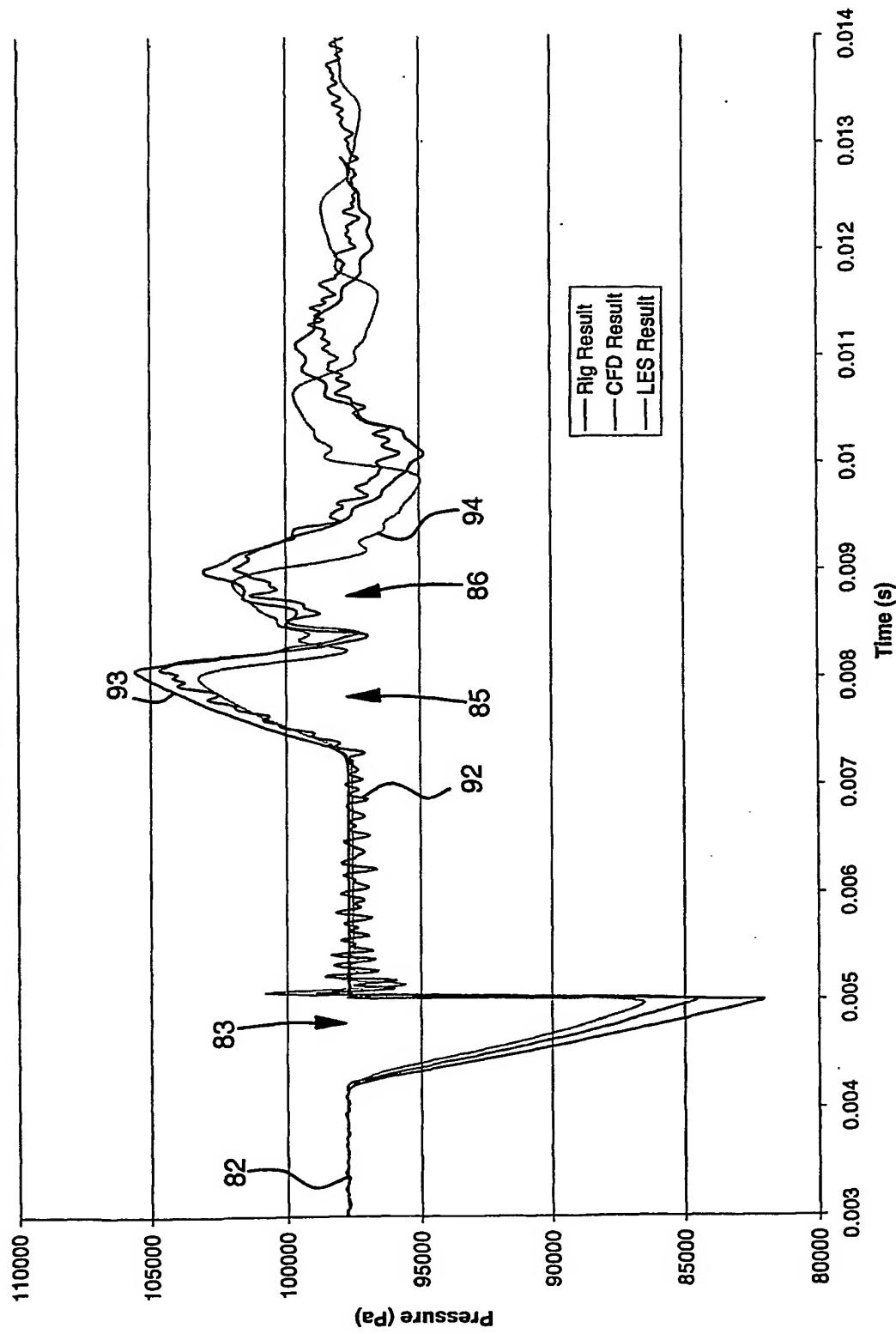


Fig. 9

Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) – 130mm Diameter

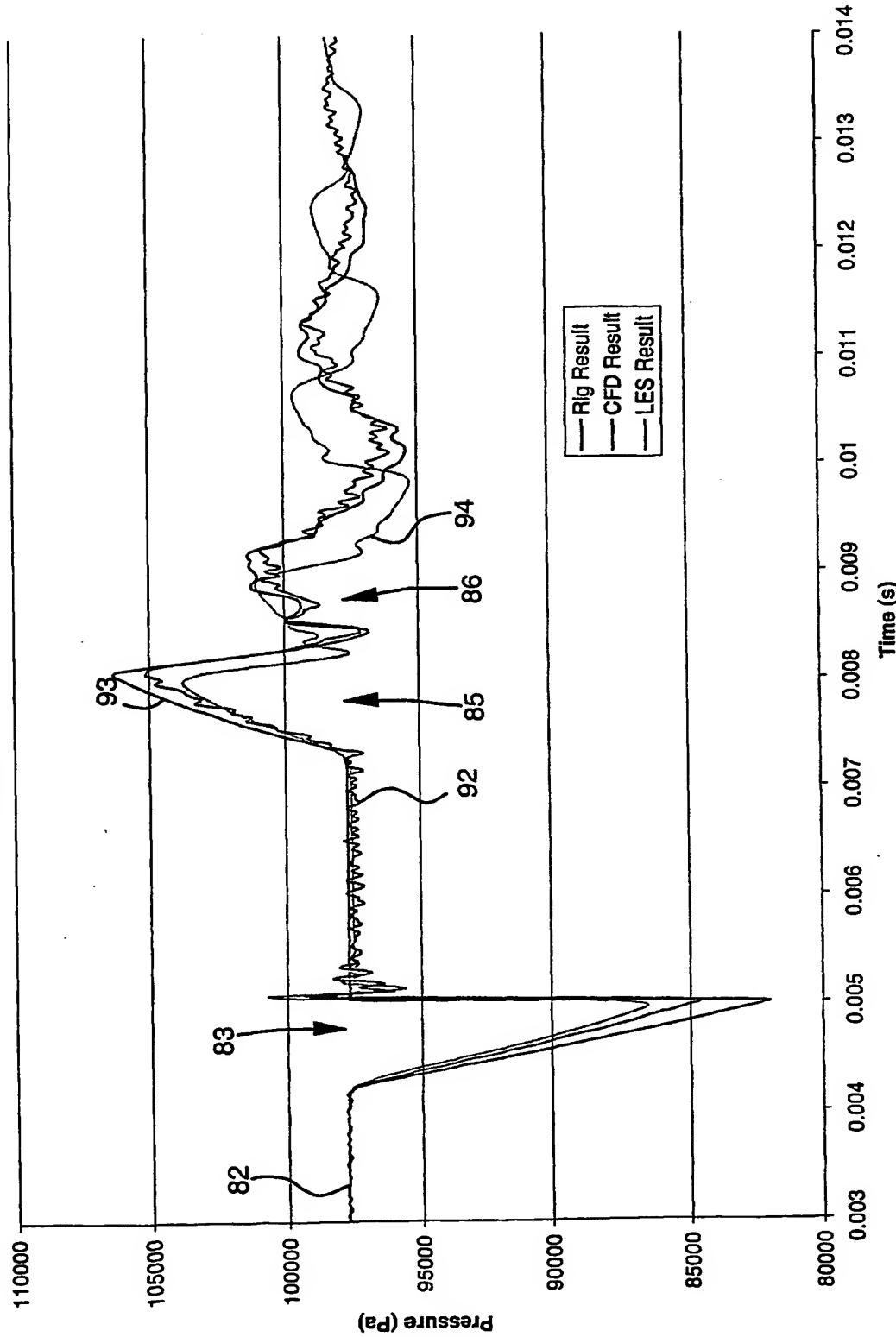


Fig. 10

Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) – 150mm Diameter

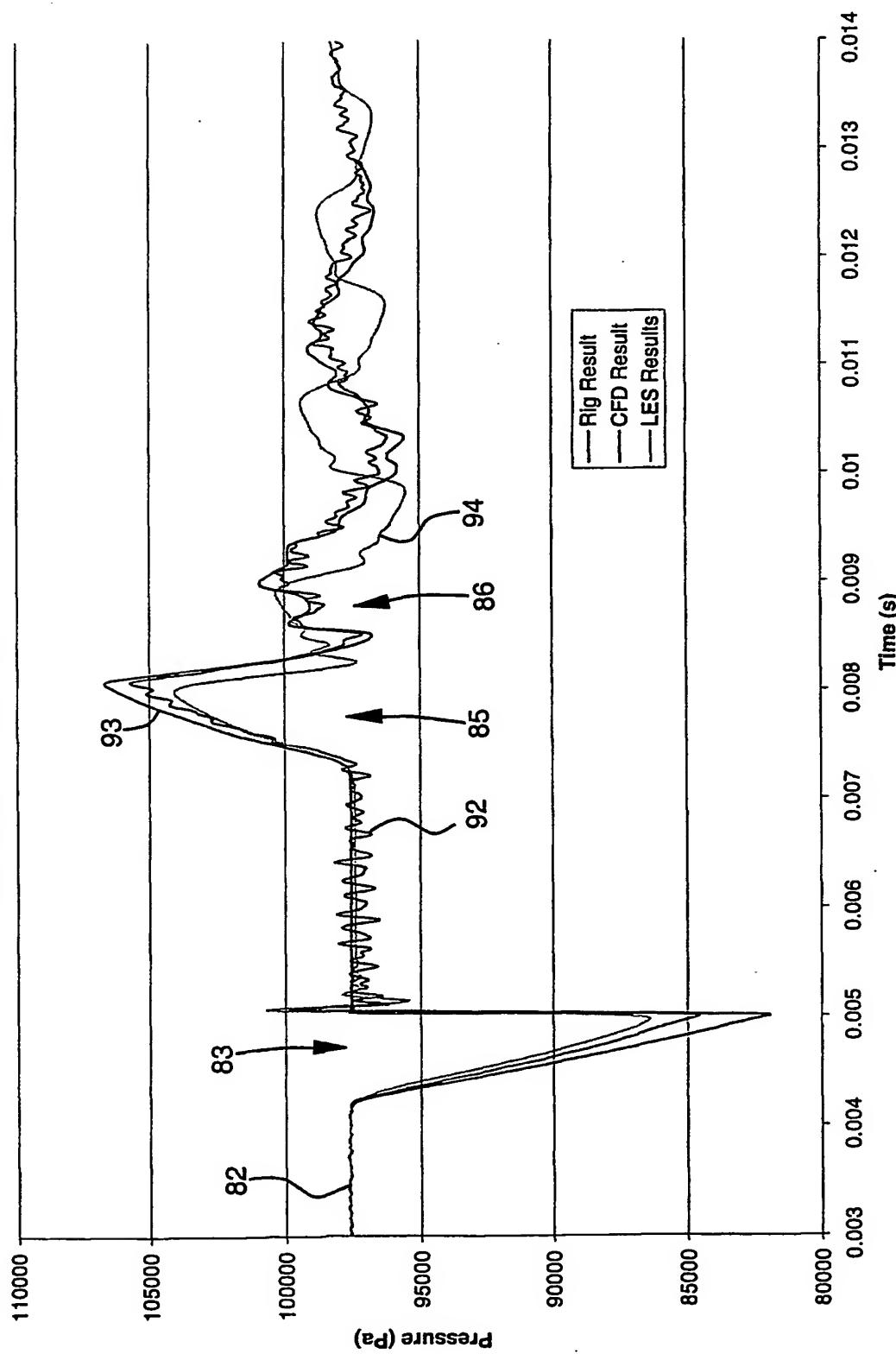


Fig. 11

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Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) - 200mm Diameter

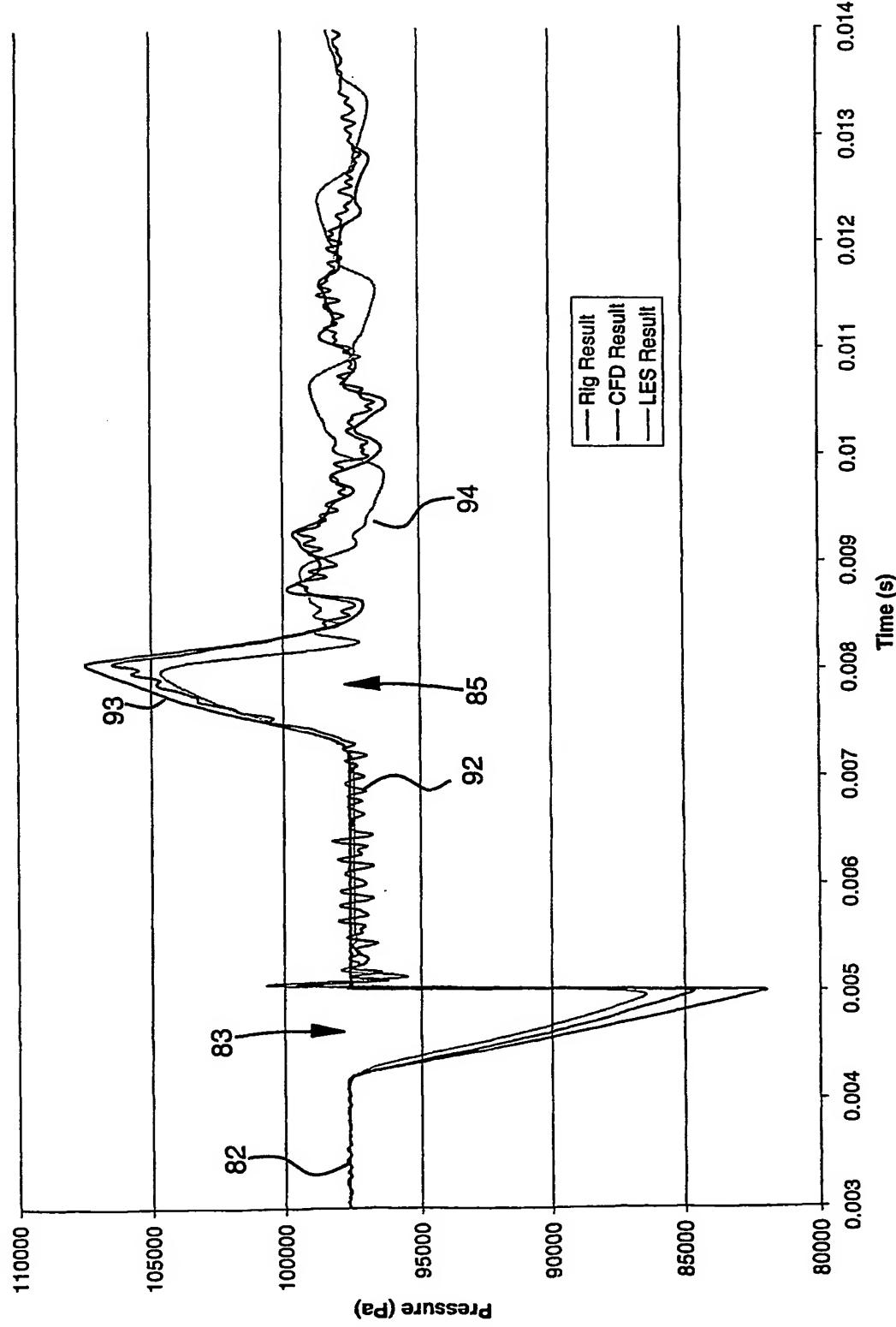


Fig. 12

Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) – 250mm Diameter

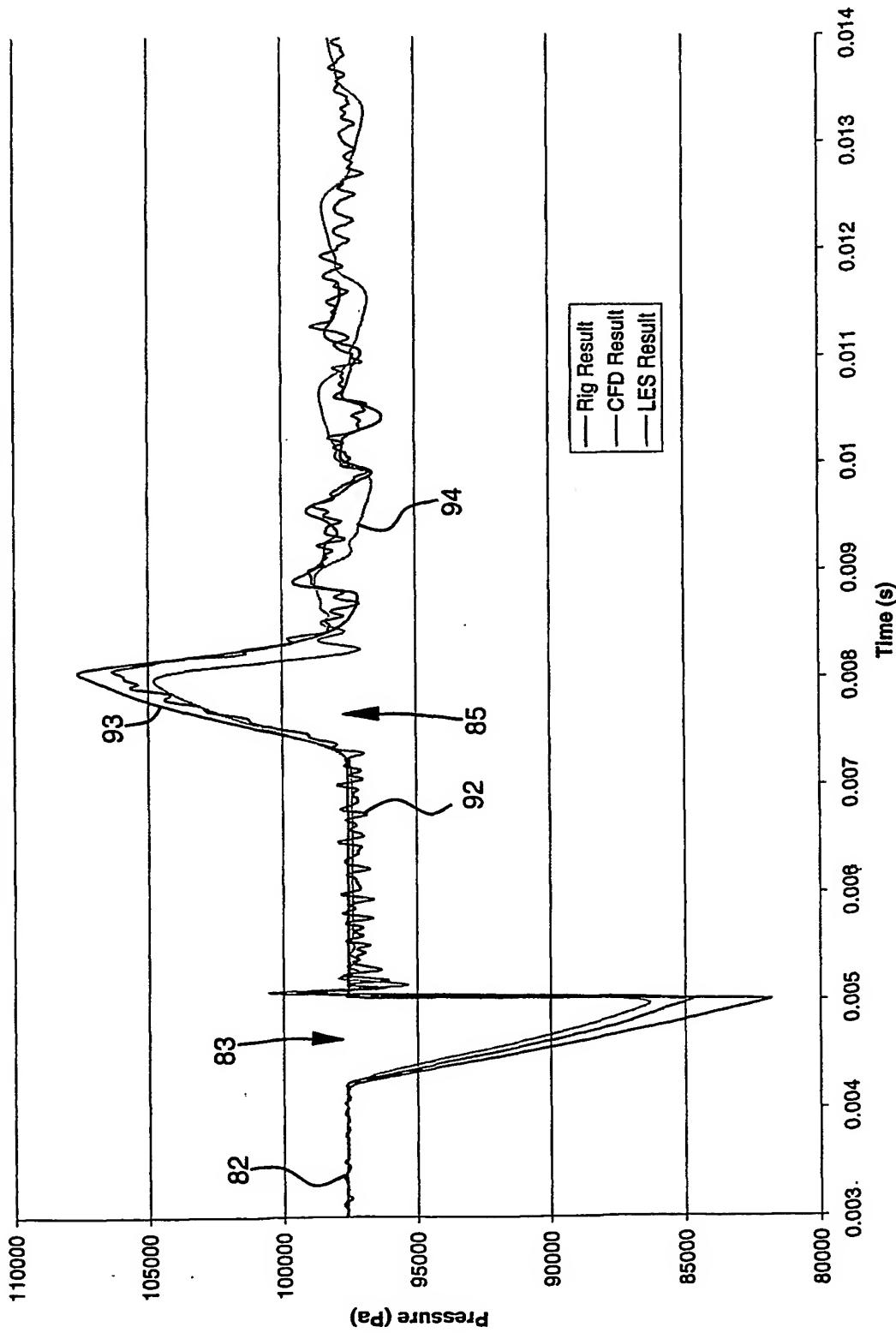
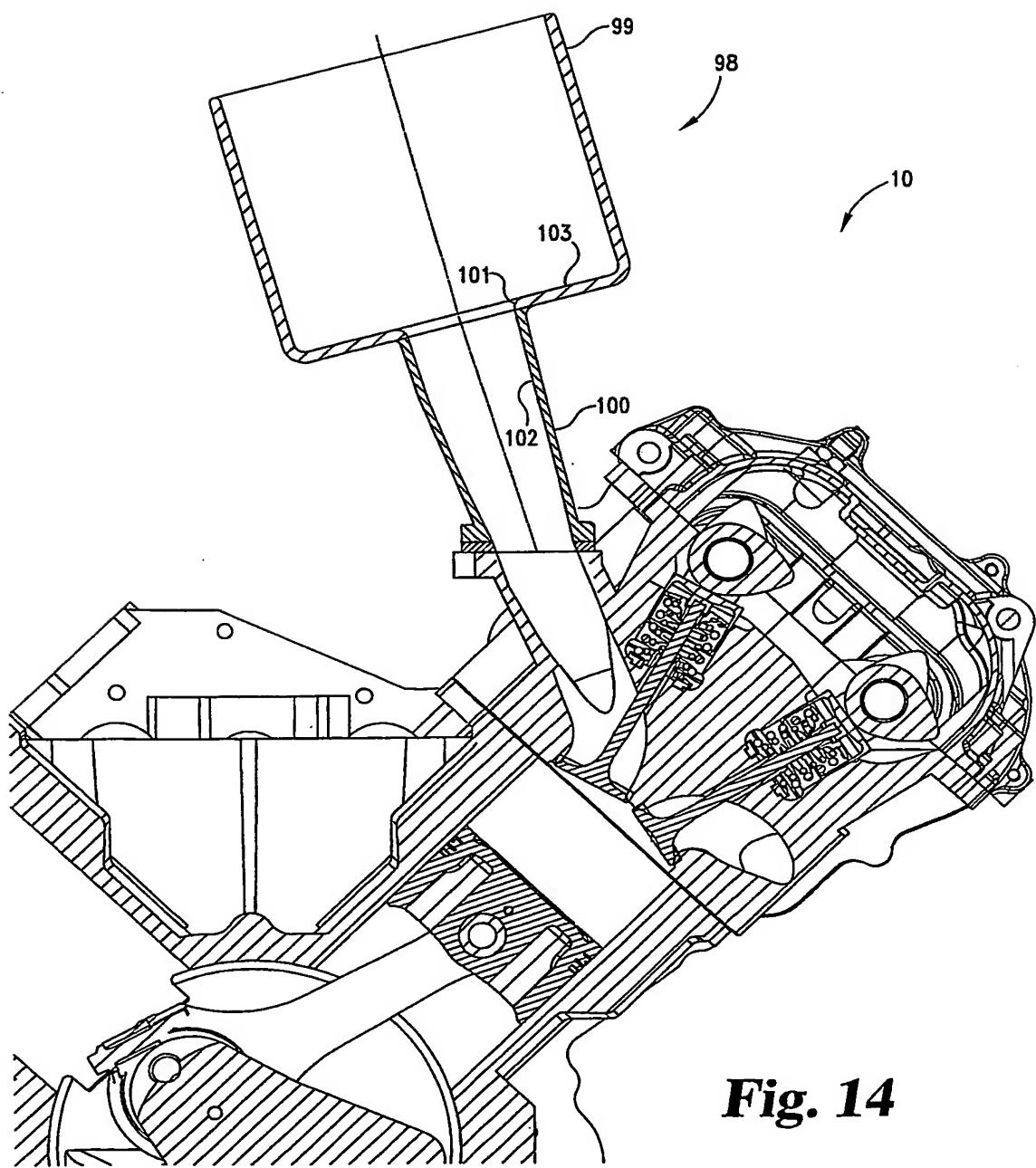
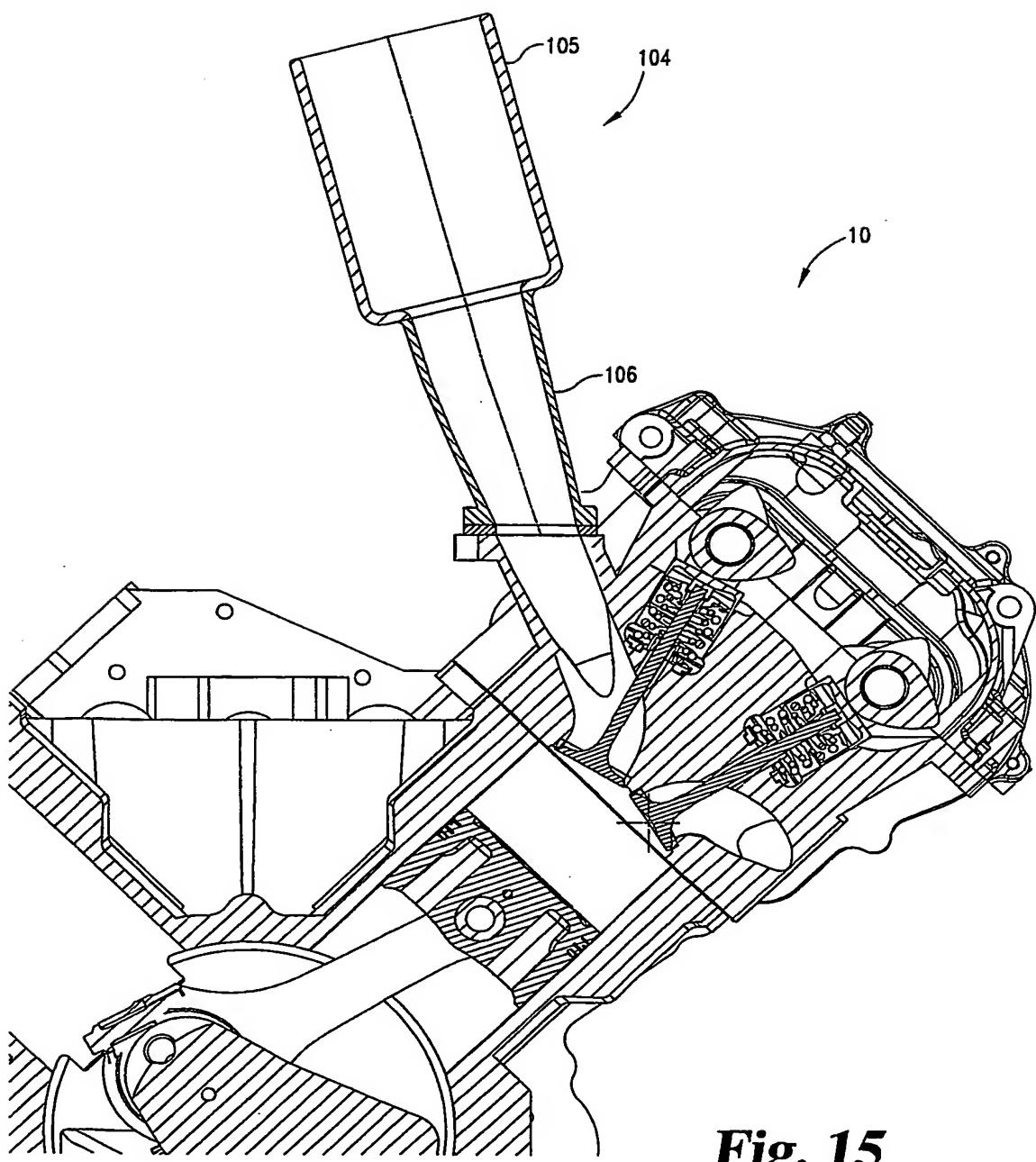


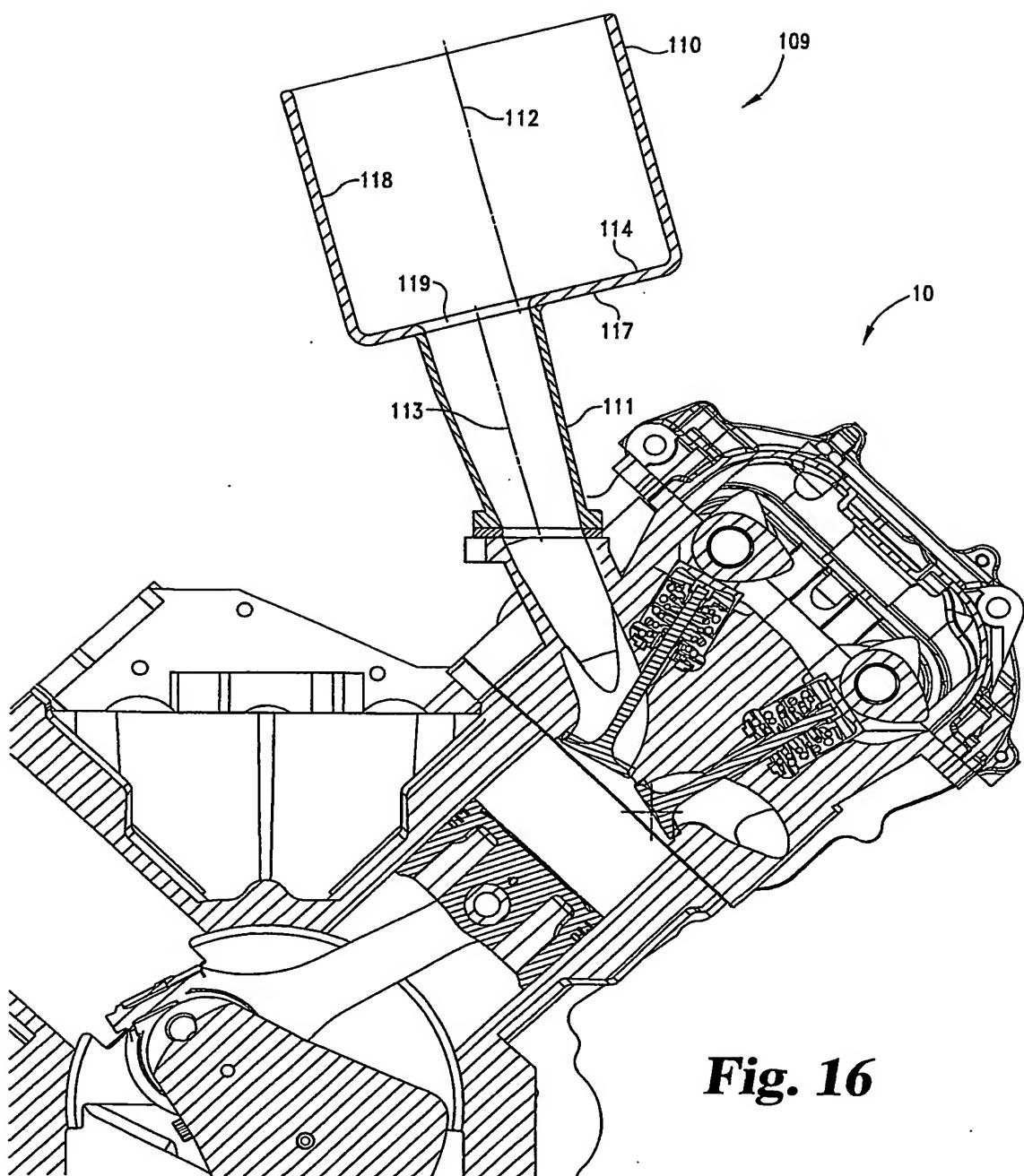
Fig. 13

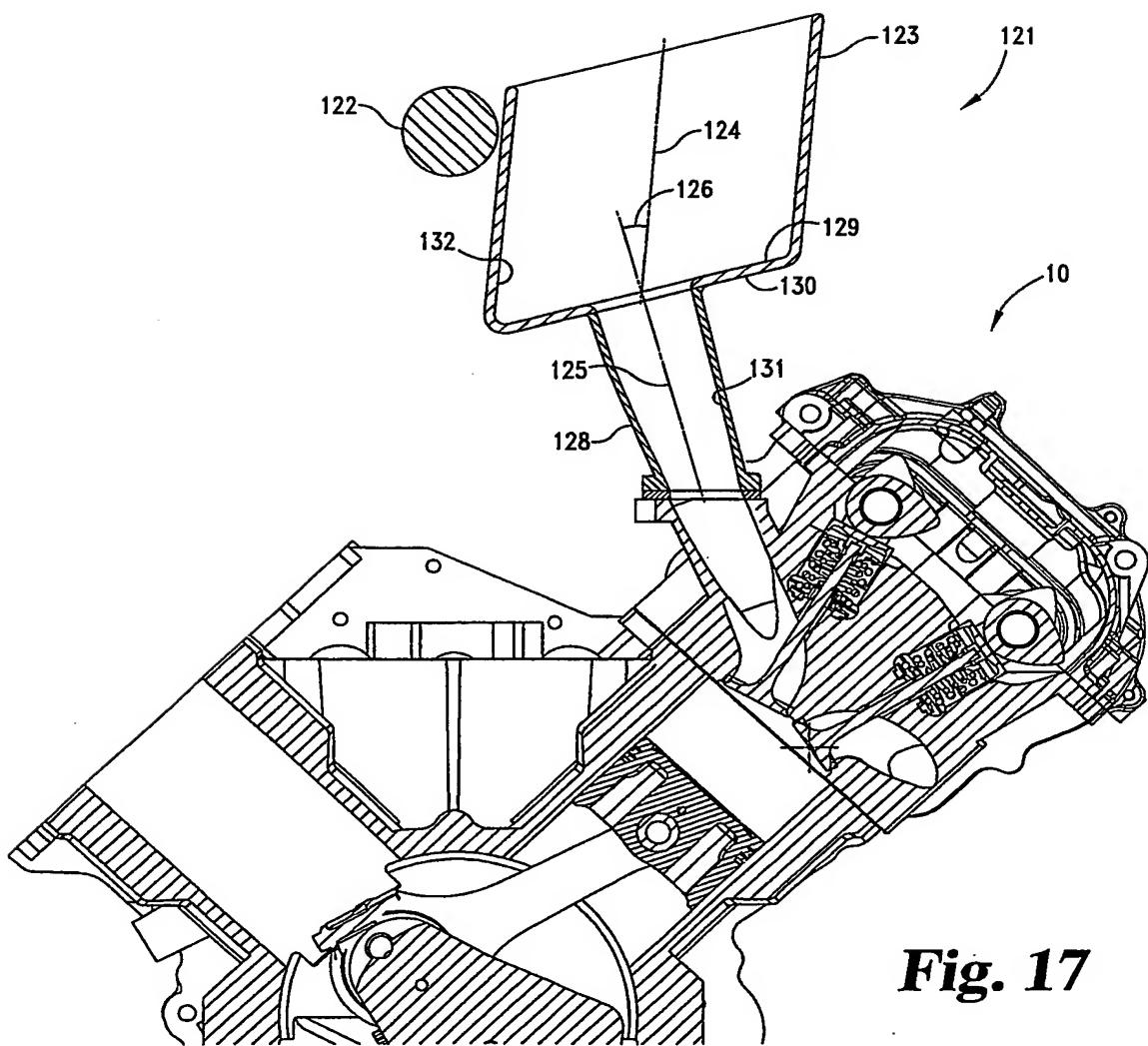


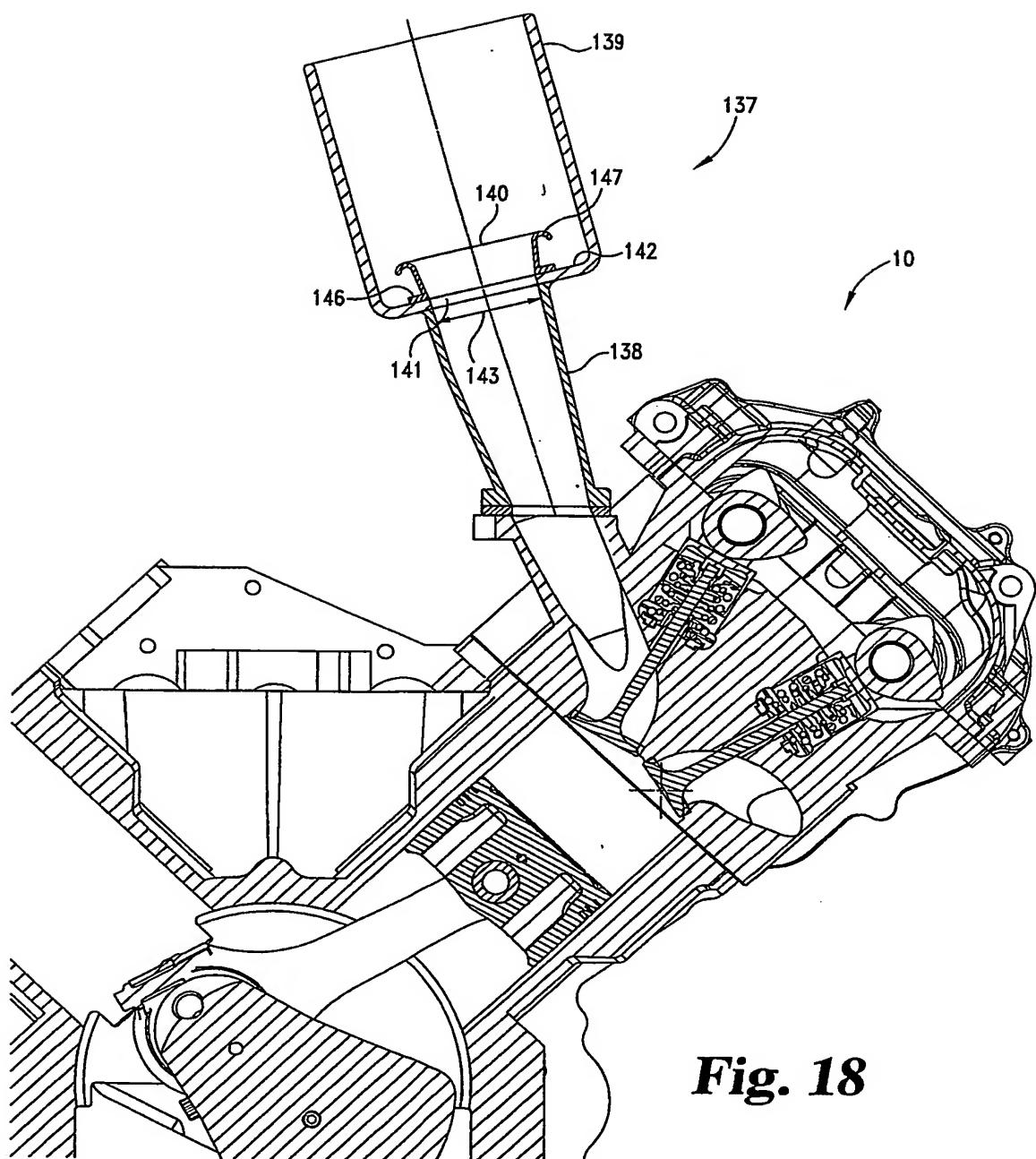
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**Fig. 15**

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**Fig. 16**

**Fig. 17**



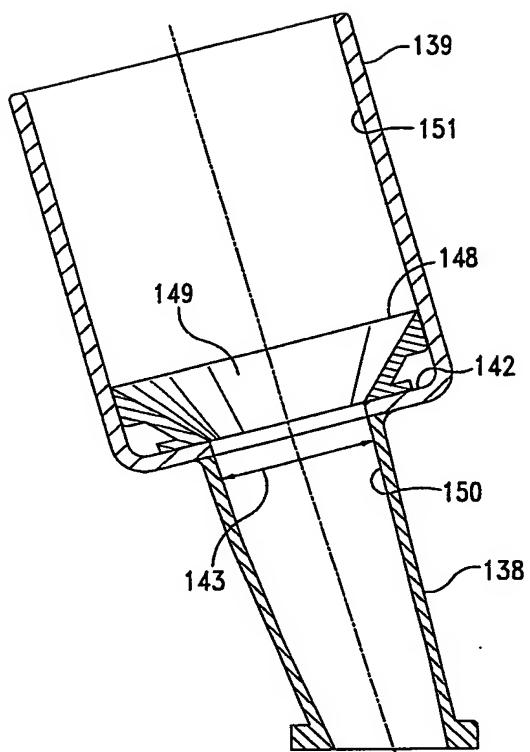


Fig. 19

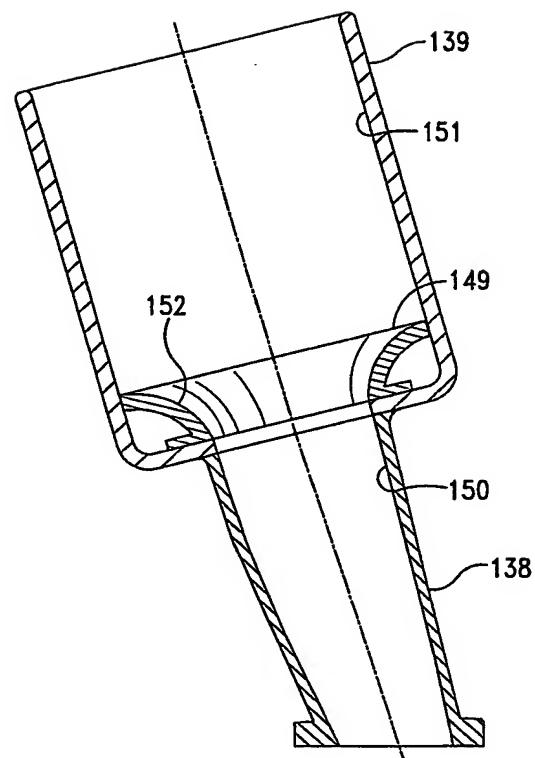


Fig. 20

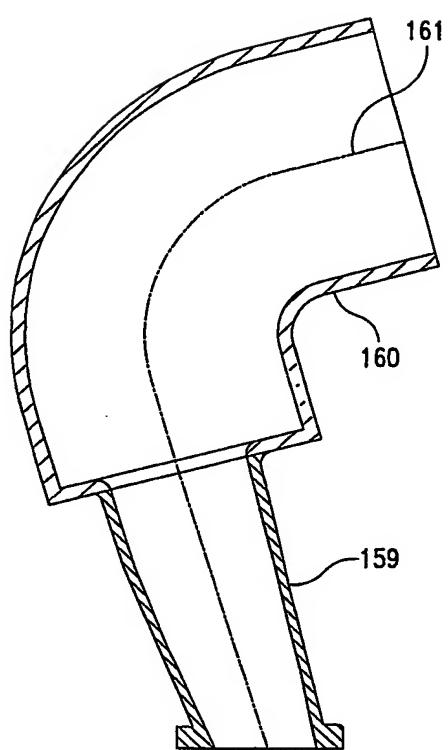


Fig. 21

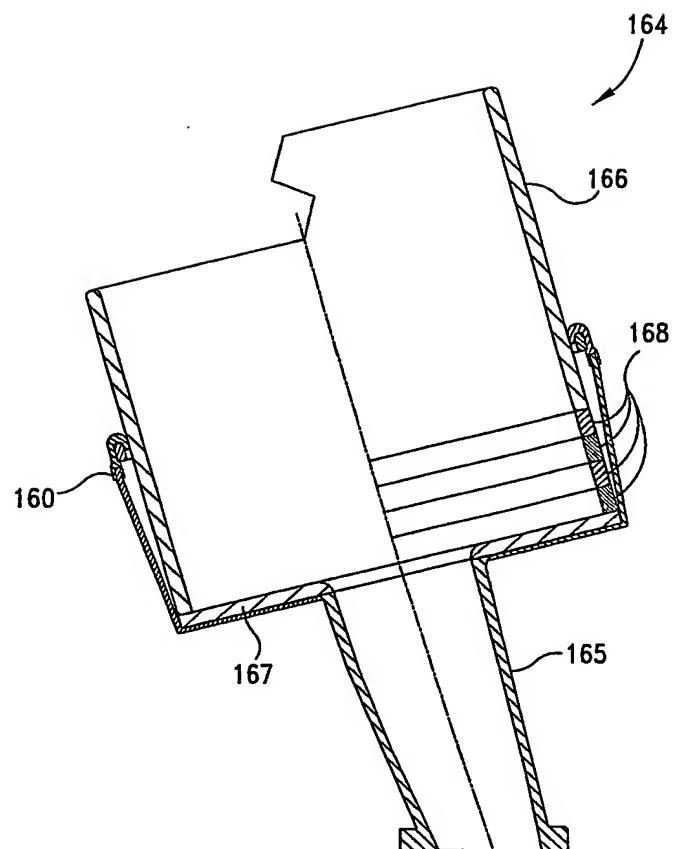


Fig. 22

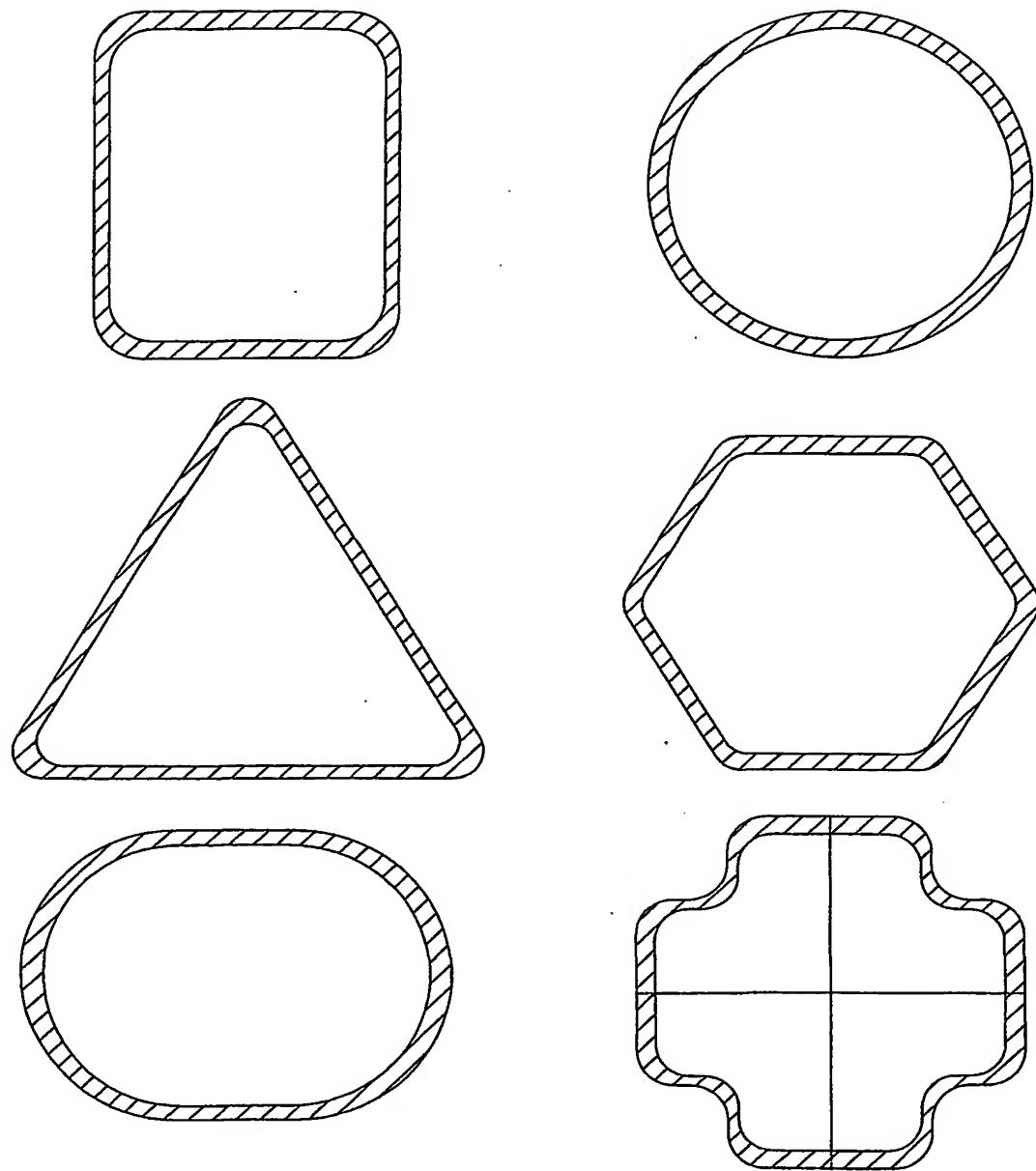


Fig. 23

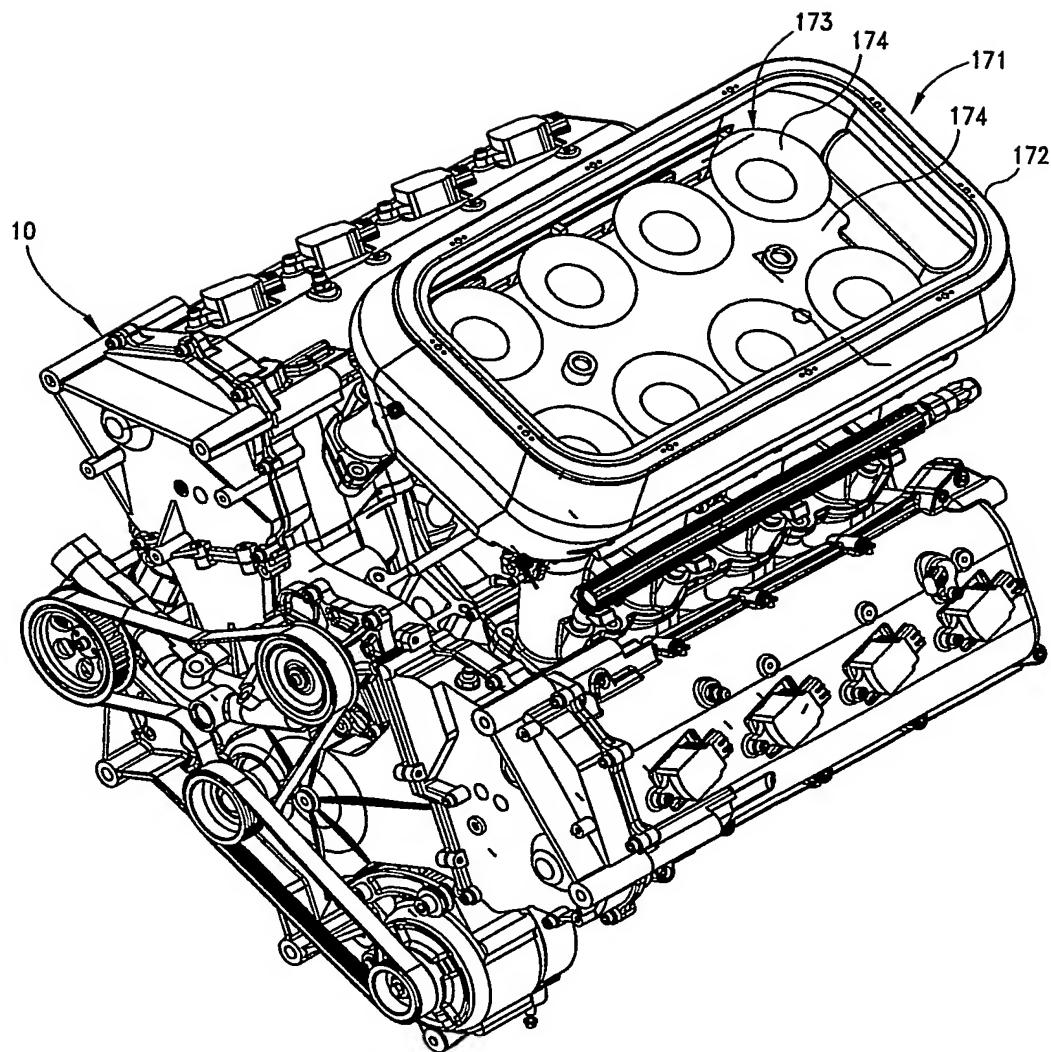


Fig. 24

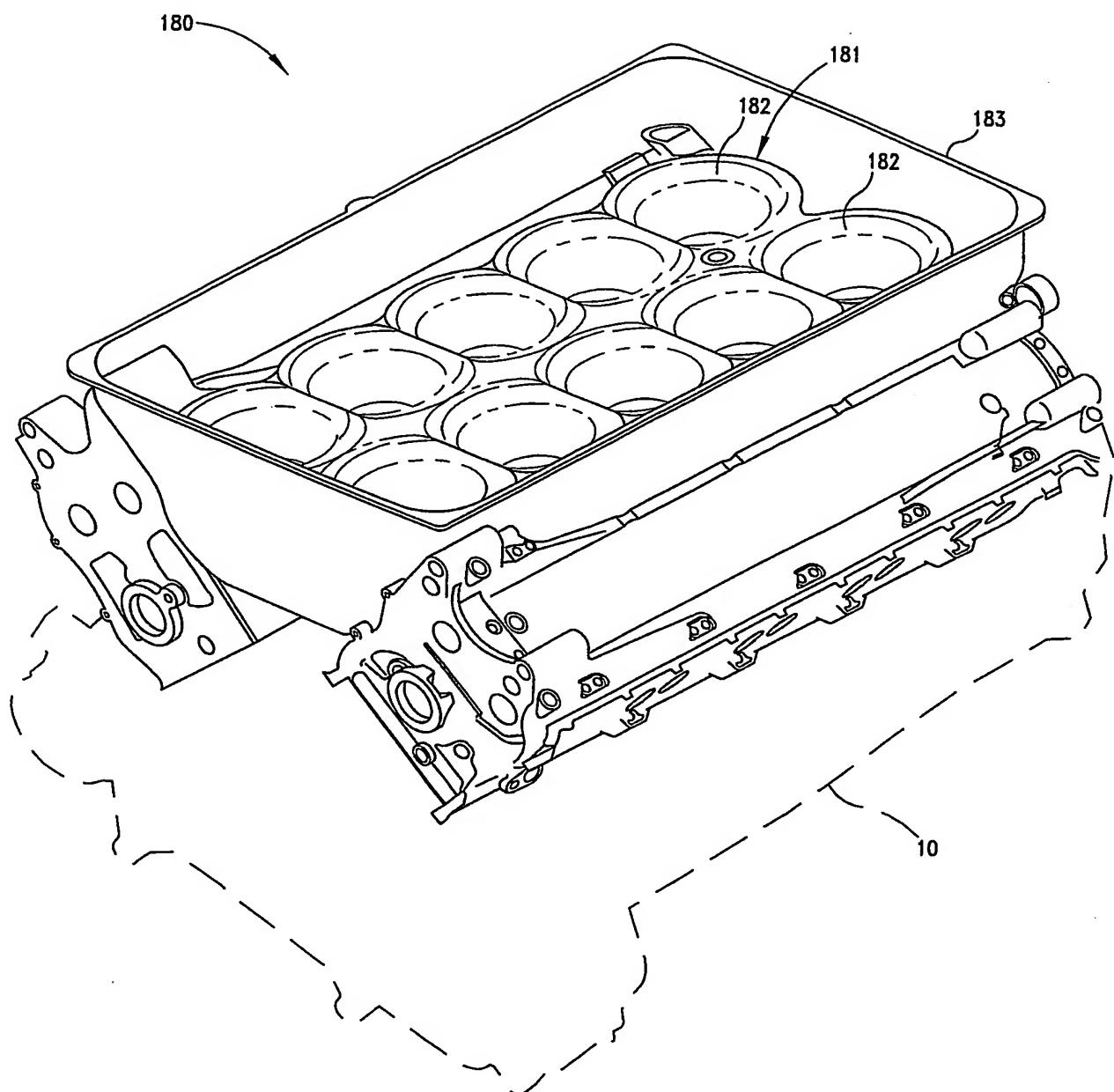
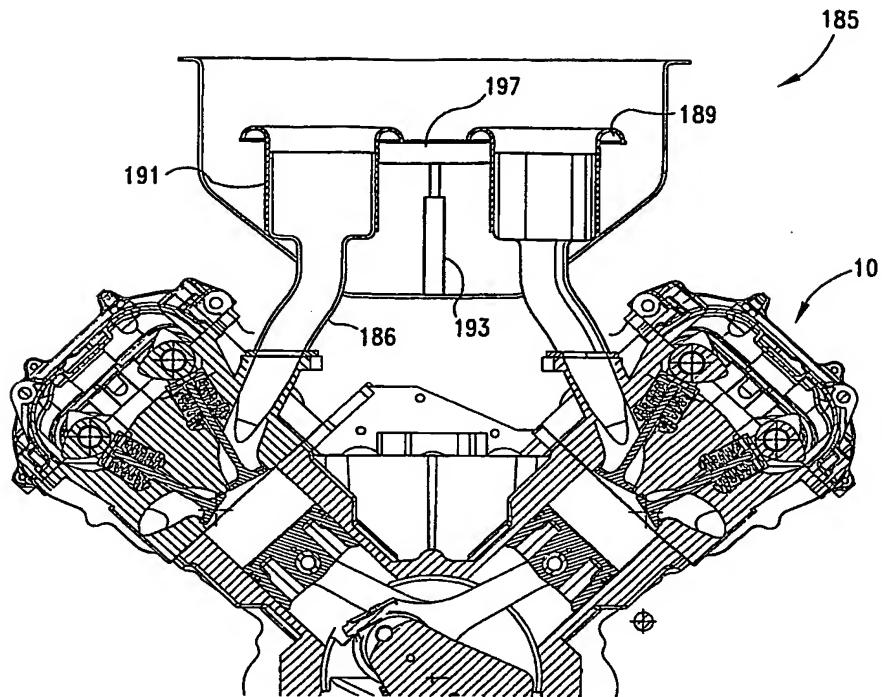
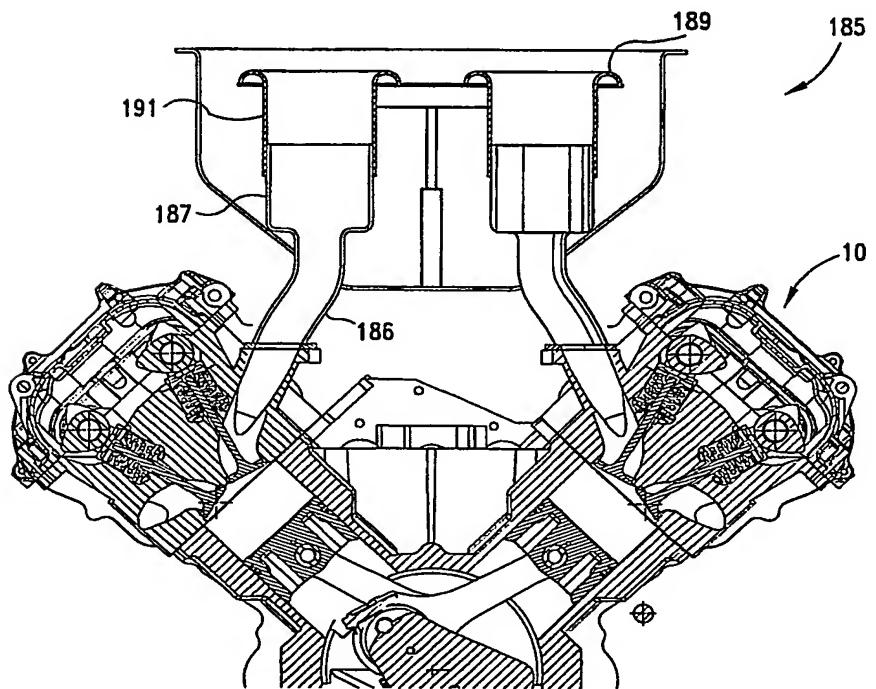


Fig. 25

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**Fig. 26****Fig. 27**

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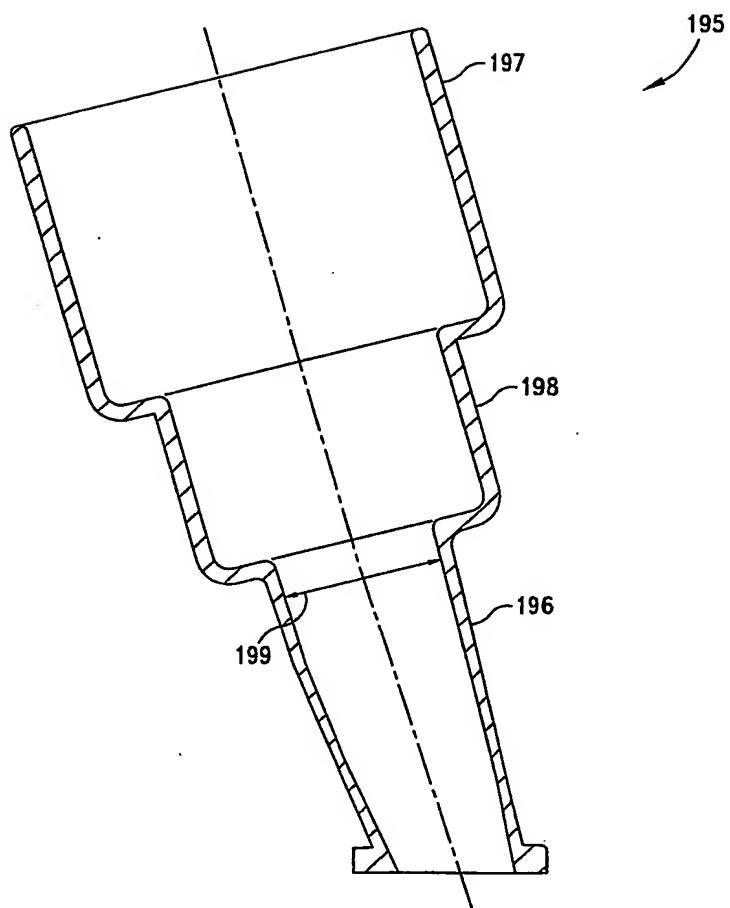


Fig. 28